AUTOMOBILE CALENDAR

November 2-3—Los Angeles-Phoenix road race.
November 4-5—Road race, El Paso, Tex., to Phoenix.
November 6—Track meet, Phoenix, Ariz.
November 7-15—Olympia show.
December 9-12—Annual convention of American Road Builders' Association, Philadelphia.
December 11-20—First international exposition of safety and sanitation, New York city, American Museum of Safety.
January 2-10—Importers' Automobile Salon, Hotel Astor, New York.
January 3-10—New York show, Grand Central Palace.
January 10-17—Philadelphia automobile show.
January 10-17—Cleveland automobile show.
January 19-24—Annual show Washington Automobile Dealers' Association, Convention Hall.
January 24-31—Rochester, N. Y., show.
January 24-31—Chicago show.
January 26-31—Scranton, Pa., show.
January 31-February 7—Minneapolis show.
February 2-7—Buffalo passenger car show.
February 9-14—Buffalo truck show.
February 21-28—Newark, N. J., show.
February 22-March 5—Cincinnati, Ohio, show.
March 7-14—Boston passenger car show.
March 9-14—Show at Des Moines, Iowa.
March 17-21—Boston truck show.

Leases 14th Street Property.

The Automobile Tire Company, Inc., of New York city, has negotiated a lease for a term of years through the office of Boss & Phelps, Inc., for the store at 1026 14th street northwest, being the corner of L street.

Making a Gasoline Gauge.

A very efficient and cheap form of gasoline gauge can be fashioned from a sufficient length of ground-glass rod, which should be fairly stout. Run your car on to a level place, empty your tank and then measure the fuel back therein gallon by gallon. After the introduction of each gallon sound the tank with the ground glass rod and the height of the gasoline therein will be plainly visible on the rod. Mark the height of each successive gallon on the rod with the edge of a sharp file and the rod being kept in a leather clip handy to the tank, you will have a ready means of determining how much fuel there remains in the tank at any time.

Returns From Maine.

Clarence Barnard of the Barnard Motor Car Company, who has been ill for several months past up in the northern part of Maine, returned to Washington last week greatly improved in health. He received a hearty welcome on his return to the city after his long absence. He was accompanied by the members of his family.

TIRE TREAD NEEDS INTELLIGENT CARE

Its Strength Retains Air Cushion Inside Inner Tube.

FURNISHES PROTECTION AS THE BARK DOES A TREE

"Sand Blisters" Are Most Dangerous Element to Contend With—How to Prevent Them.

It has been previously shown that the air cushion in an automobile tire is as important as the tire itself. Its importance makes the consequences of its neglect more widespread than anything else; in other words, careful attention to inflation is the most important factor in the care of the automobile tire.

Next in importance is the care of the tread. The body of a pneumatic automobile tire consists of heavy fabric. Its tensile strength retains the air cushion inside the inner tube. Fabric would offer but little resistance to road wear; therefore, over the fabric is vulcanized a tread of tough, wear-resisting rubber.

The motorist who has preserved the fabric by proper inflation and has been enabled to secure good tire mileage can further increase his mileage by giving the tread the same intelligent care.

Tread Is Protection.

The tread is the tire's protection. Nature multiplies analogies. The bark of a tree or the skin of a human body perform exactly the same function, but there is one fundamental difference. If the tree is injured or the finger cut, natural forces immediately set about repairing the damage, and the injury is healed. But a pneumatic tire when it receives a cut is unable automatically to do this. Care is necessary.

Cuts in a tire are not in themselves dangerous, just as a cut in a finger is not in itself dangerous; but a cut which isn't attended to will permit bacteria to enter the system and cause infection. So a cut penetrating the tread of a tire permits foreign substances from the road surface to enter and destroy the fabric. These foreign substances consist of two general classes—sand and moisture.

At every revolution sand is forced into the cut. The cut is soon filled, but the weight of the car above continues to force in more. Naturally, the sand must move somewhere, and, taking the line of least resistance, it begins to spread out in every direction from the cut between the tread and the fabric, separating one from the other.

The first result is the so-called "sand blister." These natural causes continue, however, until the tread separation covers a larger space. It is not long before the tread tears loose.

Fill Cuts With Gum.

Aside from this action, the sand contains moisture, which is immediately absorbed by the fabric with which it comes in contact. This rots the fabric and rapidly weakens it. The result is a blowout.

The remedy for these conditions is not as effective as the precaution which will prevent them. This precaution is simply to fill the cuts in the tread with repair gum immediately after they are discovered. An excellent plan is to spend a few moments each evening examining the tires. If an inspection reveals a few cuts in the tread they should be thoroughly cleaned out with gasoline and then filled with repair gum, of which there are several good brands on the market. In the morning the repair will have dried and become an integral part of the tire. The process is a simple one, and the time spent in taking this precaution will repay every automobile owner many times through the savings in tire expense.

THE OLD STORM CAPE.

Plan to Reduce Dangers of the Sea Off Hatteras.

From the Chicago Evening Post.

"Gale off Hatteras" is an entry made by the captains of coastwise sailing ships on almost every voyage. For years Hatteras has been a place of terror, if not to the mariner, certainly to the passengers under his charge. The old storm cape, however, is soon to lose a part of its fear. Man cannot stop the storms, but he is going to provide a means for vessels to escape their fury.

Sea captains notoriously are reticent when passengers ask them questions. No old sailor ever has been willing to admit to any of his passengers that Hatteras is any worse than a hundred other places on the coast, and yet he knows that it is about as bad a sea spot as can be found anywhere in the whole broad expanse of ocean. So, while the questioners are told that off Hatteras the water will be as calm as anywhere else, captain and crew always make things snug for a gale or worse when approaching the sea off the headland.

Congress has appropriated $1,400,000 for preliminary work on a Hatteras sea wall, which is to be a mile and a half long, twenty feet wide at the top, and forty-five feet high.

It will be the guarding wall of a harbor of refuge, into the lee of which vessels can run for shelter when the storms rage. This wall will rob the Hatteras seas of some of their terrors, and with them will pass some of the "interesting excitement" always felt by seagoers when they approach the water zone which always has been one of tumult.

Little by little man is trying to make safer the journeys of those who go down to the sea in ships. He never entirely can conquer the ocean, and he knows it. It is perhaps the one thing in nature which is absolutely untamable.

The shipwrecks off Cape Hatteras have numbered thousands. The sea wall will provide means to save lives and property, but the winds off the old storm cape still will rage and on occasion work their will.

There Are Wars and Wars.

From the Atlantic.

As one glances over the pages of history, one finds wars, it is true, which are blots upon the records of man; but one also finds wars without which the world would have been so incomparably the poorer that we could never have done without them. And one also perceives, to his astonishment if he is a "practical man," that the wars which have been gigantic blunders and crimes have all been wars for the attainment of practical ends, like territory, or markets, or wealth, while the wars which the world could not have done without have all been wars for abstract principles, for beliefs, for religions, for mad dreams and seemingly impossible hopes. The world could well spare the conquests of Napoleon, because the wars were merely for Napoleon; but the world could not spare the martial conflicts surrounding and realizing the French revolution, because it was a war for those abstract and sensible absurdities, liberty, equality and fraternity. We could well spare the Mexican war, which was a fight for territory, but we could not at all get along without the civil war, which was a war for man.

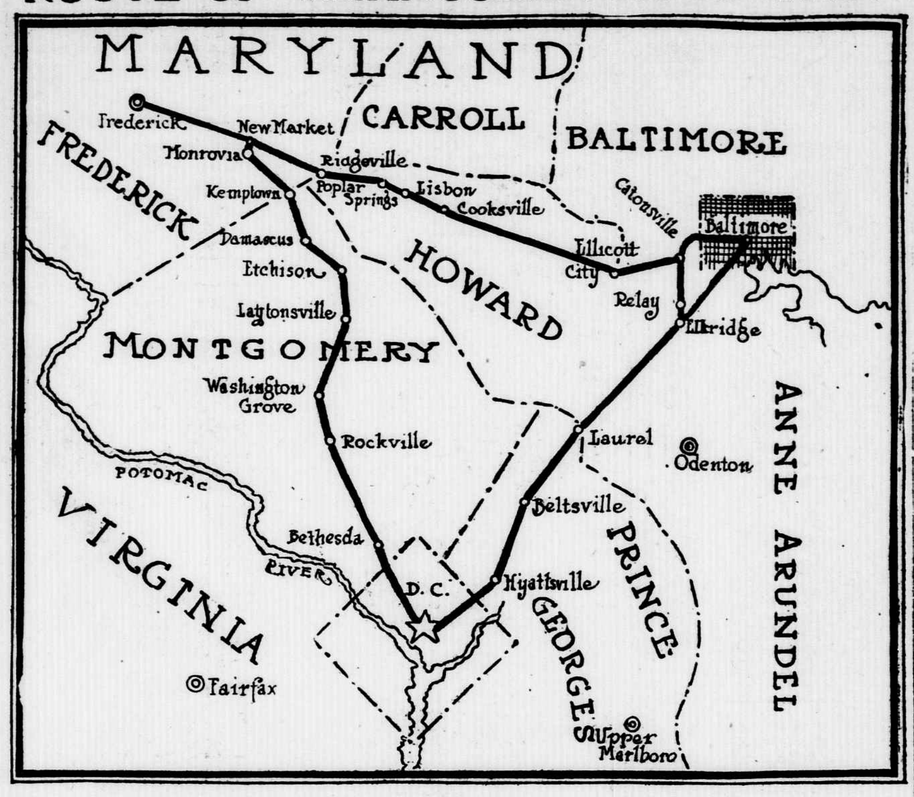
Indolent.

From Judge.

"Is Jones lazy?"

"Lazy's no name for it. Why, he'll go into a revolving door, and then wait for somebody to come in and turn it around."

ROUTE OF TRIANGULAR AUTO TRIP.



TIMELY HINTS ON CARE OF THE AUTO IN WINTER

Solution of Alcohol and Glycerin Will Prevent Water in Radiator From Freezing.

One of the most important things to keep in mind if one is to use his car during the cold weather is that the water in the radiator and the cylinder jackets is spread out in such very thin sheets that it will easily freeze. If water in the machine does freeze something will give way when the resulting ice expands—either the radiator or the cylinder is cracked. To keep the cooling water from freezing, denatured alcohol or wood alcohol, either alone or mixed with glycerin, may be used. About 40 per cent of alcohol added to water will keep it from freezing as long as the thermometer is above zero, but as alcohol alone evaporates, it is well to mix glycerin with the alcohol and add it to the water. This mixture will not freeze until the thermometer gets 10 or 15 degrees below zero. The glycerin will last almost indefinitely and it will not be necessary to add alcohol so often. Here are some solutions useful to the man who takes care of his car:

Anti-Freezing Solution.

Will not freeze at 15 degrees above zero

Water	4 gal.
Alcohol	½ gal.
Glycerin	½ gal.

Will not freeze at 8 degrees above zero:

Glycerin	1 gal. 1 qt.
Water	3¾ gal.
Alcohol	5 pts.

Will not freeze 20 degrees below:

Water	1 gal. 1 qt.
Alcohol	2 gals. 2 qts.

Combinations:

Alcohol		Glycerin		Freezes
8 per ct.	and	8 per ct.	at	20 F.
12 per ct.	and	12 per ct.	at	10 F.
14 per ct.	and	12 per ct.	at	5 F.
19 per ct.	and	12 per ct.	at	3 F.
24 per ct.	and	12 per ct.	at	9 F.
24 per ct.	and	16 per ct.	at	16 F.
62 per ct.	and	35 per ct.	at	25 F.

To Prepare for Winter Driving.

Wash and polish the car.
Remove the body and block up chassis.
Drain and clean out the cooling system.
Clean and inspect the motor; remove the oil from the oiling system.
Clean the gearset and thin the lubricant.
Clean and lubricate the universal joints.
Clean, adjust and thin the lubricant on the rear axle.
Clean and adjust the brake.
Inspect and adjust the wheel bearings.
Clean, inspect and adjust the steering mechanism.
Inspect the tires and have cuts or injuries repaired. Jack up wheels if stored.
Clean out the gasoline tank and line.
Inspect the ignition wiring.
See that wheels and axles are in proper alignment.
Apply or adjust the heating apparatus for the carburetor or motor car body.
Replace the body.
Fill the radiator with an anti-freezing solution.

The Best Reward.

From the Atlantic.

Gratitude given or received is one of the best things in the world. We need far more of it and far better quality. Yet I have never read any satisfactory account of what it so gloriously means. Its value begins just where the value of pay ends. Thanks are personal, and attempt to fit an adequate response to the particular service performed. Pay is an impersonal coin which has been handed out to many before it reaches you, and will go to many others when it leaves you. It is your right and you are not grateful for it. But thanks are a free gift and enrich the giver. There is no nobler art than the art of expressing one's gratitude in fresh, unhackneyed, unexaggerated terms which answer devotion with fresh devotion, fancy with new fancy, charity with sincerity. Artists who get their reward only in money and in the stale plaudits of clapping hands are restless for something more individual. They want to be intimately understood and beautifully answered. For such gratitude they look to brother artists, to the few who really understand. There they find their best reward—but even this leaves something wanting.

EXAMINE YOUR CAR BEFORE MAKING TRIP

Care Should Be Taken to See Everything Is in Order.

Preliminary to taking the automobile out of the garage for a motor trip there are several important things which an automobilist should think of. In the first place an examination of the car should be made, starting in with the brakes. The emergency brake as well as the foot brake should be kept in first-class order. It ought to be possible to lock the wheels with either set, and at the same time the brakes should not bind when released. Care should be taken to see that they are properly equalized, because if one wheel receives more power from the brake than the other a serious skid may be the result, and one is very liable to wind up in the hospital.

Next in order is a close examination of the steering mechanism, which is one of the most important parts of the automobile, and upon which there rests a great deal of responsibility. Be positive before starting out that there is no excessive lost motion and no undue binding, for if there is any trace of either immediate attention is necessary. A great many automobilists seem to think that the steering mechanism needs very little attention, whereas if it was given a serious thought at frequent intervals there would be less accidents.

Lubrication Is Essential.

The radiator should then be filled with clean water and the lubrication of the entire car, not only the engine, which so many automobilists seem to think is the only part to be lubricated, should be looked after. Proper lubrication will give any car, regardless of price, a longer service and life and help to cut repair bills. The next in order is the gasoline tank, which should be filled with gasoline that has been strained through chamois skin. It is advisable to clean out the strainer in the gasoline pipe which leads from the tank to the carburetor, as any sediment or water which has collected there would be very likely to affect the flow of the gasoline to the carburetor.

The tires should then be pumped up and be sure that there are plenty of spare tubes and shoes for the trip contemplated, together with a jack and a good set of tools stored away in the car. The motor may then be started, provided the following things have been noted:

1. Make sure the gears are in neutral.
2. Set the emergency brake.
3. Retard the spark.
4. Open the throttle one-quarter.
5. Turn the switch on the battery and crank the motor.

As soon as the motor starts, the spark should be advanced at once, and the throttle partly closed, then turn the switch to the magneto and the car is ready for its journey.

Cause of Broken Arms.

Never crank your engine without first ascertaining that the switch plug is in its proper place, that the clutch is disengaged and that the gear shift levers are in neutral and that the spark is not advanced too far. Too many accidents are directly traceable to some one of these, to say nothing of hundreds of broken arms each year.

RAUCH & LANG DELIVERIES.

Several Electrics of This Make Recently Delivered Here.

Mrs. S. H. Dent, wife of Representative Dent of Alabama, has purchased a Rauch & Lang coupe, finished in blue, with white striping, with the interior of blue broadcloth.

Mrs. R. H. Jackson, wife of Commander Jackson, U. S. N., is now driving her maroon colored coupe, upholstered in maroon broadcloth.

Mrs. George W. Wheeler has recently received her blue brougham of the same make, upholstered in blue and white stripe Bedford cord and equipped with a revolving front seat.

Miss Jane Daly has purchased a double-drive coach, finished in blue and upholstered in blue with white stripe and gray Bedford cord. This car also has revolving seats.

Mrs. Charles J. Williamson is daily enjoying rides in her coupe, finished in blue, with white striping and upholstered in blue broadcloth.

Miss M. T. Storm is the latest purchaser of a Rauch & Lang victoria, finished in blue, with blue broadcloth upholstery.

Ju-Ju Magic.

From the Wide World Magazine.

Early in 1911 a deputation from one of the larger towns of West Africa brought two prisoners, father and son, before the commissioner at Oban. They were accused of having, in crocodile form, killed two women while the latter were crossing the river. As they refused to swear their innocence on the dominant ju-ju of the town, they were brought before the "white man," who naturally decided that there was no case against them. The deputation, however, had not finished with the matter. On returning home another ju-ju was invoked, with the result that the sop confessed that both he and his father were guilty, and that they had killed and eaten seven other men and women.

Strangely enough, people accused of this uncanny power nearly always acknowledge their guilt, even when fully aware that such confession will probably cost them their lives. Awa Ita, an old woman of Oban, was suspected of being "a snake-soul," and of sending out her familiar every night to lick a wound on her husband's ankle while he slept, and so prevent it from healing. The chiefs of the Egbo Society summoned her before their dreaded tribunal, and she was condemned to death.

Speed, the American Slogan.

Guglielmo Ferrero, in the Atlantic.

One day in New York I was complimenting an example of American architecture to an American architect of great talent. "Yes, yes," he answered with a touch of satire, "my fellow-countrymen would willingly spend a hundred millions of dollars to build a church as beautiful as St. Mark's in Venice, but they would command me, as a condition of the work, to finish it within eighteen months." That is a significant phrase. How is it possible to beautify a world which is incessantly in transformation, wherein nothing is stable, and which wishes to multiply everything it possesses—buildings, as it would furniture? To create beautiful palaces, to construct beautiful furniture, to attain the distant ideal of perfection, time is essential, time and wise deliberation, reasonable limitation of the multiplicity of human demands, and a certain stability in taste. No one could have built St. Mark's or Notre Dame in eighteen months, and France could not have created her famous decorative styles of the eighteenth century if public taste had been so fickle as ours, and if everybody at that time had wished to change his furniture every ten years.

HELPFUL HINTS.

It is important that the crank case be cleaned frequently. When the oil is used over and over in time it loses its lubricating qualities. There is more or less sediment bound to accumulate in the bottom of the crank case, and this should be removed, otherwise the oil will form a gum on various friction surfaces, such as the valve guides, etc. When this takes place the valves are apt to stick occasionally, causing irregular firing. It is advisable to change the oil and clean out the crank case approximately every 1,500 miles.

A few drops of water in the gasoline will cause considerable annoyance. At the bottom of the float chamber of the carburetor there is usually a drain cock. When a car has been standing for some time it is advisable to open this drain, so that any sediment or water in the bottom of the float chamber will be removed, otherwise it is apt to work up into the spray nozzle and clog it. A small piece of lint or a few drops of water will cause the motor to miss fire very badly.

The connection on dry cells should always be kept tight. Any one connection in a series which happens to be loose will cause difficult starting. The vibration of the car is very apt to loosen these, and a frequent inspection will oftentimes save a lot of work in cranking a motor.

Care should be taken to keep the batteries free from contact with any metal. Careless placing of the tools will cause short circuits. The batteries should be installed in a dry place and held in a firm position. It is advisable to cover them with an insulator, such as a sheet of fiber and padding, to prevent chafing.

If one has the room it is a good plan to carry a quantity of lubricating oil when touring. Most every garage carries in stock a different make of oil. To mix these various grades is not advisable. A can of lubricating oil does not take up much room and will oftentimes save considerable delay on account of motor troubles. Usually a standard grade of oil can be obtained at the larger garages. In smaller places, however, it is difficult to obtain a choice of brands.

Among the necessaries when touring should be a supply of tire valves and caps. A slight leak in a valve will cause as much delay as a blow-out. A good valve is often hard to obtain when on the road, and considerable annoyance can be avoided by carrying these accessories. A valve tap and die should also be added.

W. S. Pettit Gets New Berth.

W. S. Pettit, former advertising manager of the Studebaker Corporation, has been appointed sales manager of the Commerce Motor Car Company of Detroit. Mr. Pettit will succeed H. B. Bennett as sales manager. Mr. Bennett becomes general manager of the company, of which he is also vice president. Walter E. Parker is president and George J. Kellogg secretary and treasurer.

Minister Uses Motor Cycle.

A Baptist minister out in the Buckeye state finds the motor cycle useful in more ways than one.

He makes his calls on the members of his congregation on his machine, and in this way he is able to keep in close touch even with those of his flock who may live in the country.

The pastor is of the opinion that the motor cycle is the best friend the minister in a small town can have, and in support of his contention points with some pride to the success it has brought him.

His enthusiasm for the motor cycle is also carried into his private life, as most of his spare time is spent on the road.

He has proved the efficiency of his machine to some of his medical friends by carrying them on sick calls.

New Chevrolet Owners.

C. A. Campbell is the latest purchaser of a Chevrolet Little "Six" touring car, equipped with electric self-starter and electric lights. Chevrolet Royal Mail roadsters were delivered during the past few days to C. W. Calvin and F. H. Towner.

Buys Stevens-Duryea Limousine.

A. C. Miller, assistant secretary of the Department of the Interior, has purchased a Stevens-Duryea limousine, finished in lake-et green, with the interior of green broadcloth, with special imported dust covers. Delivery was made a few days ago.